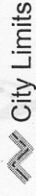


Regional Transit System Routes Serving Proposed TCEA Zone C (Route 34)

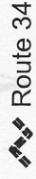


City of Gainesville, FL

Legend



City Limits



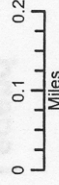
Route 34

(UF Campus to SW 34th St/ SW 27th St)

Frequencies:

Every 20 min. 6:40am-5:53pm

Every 30 min. 5:53pm-1:55am

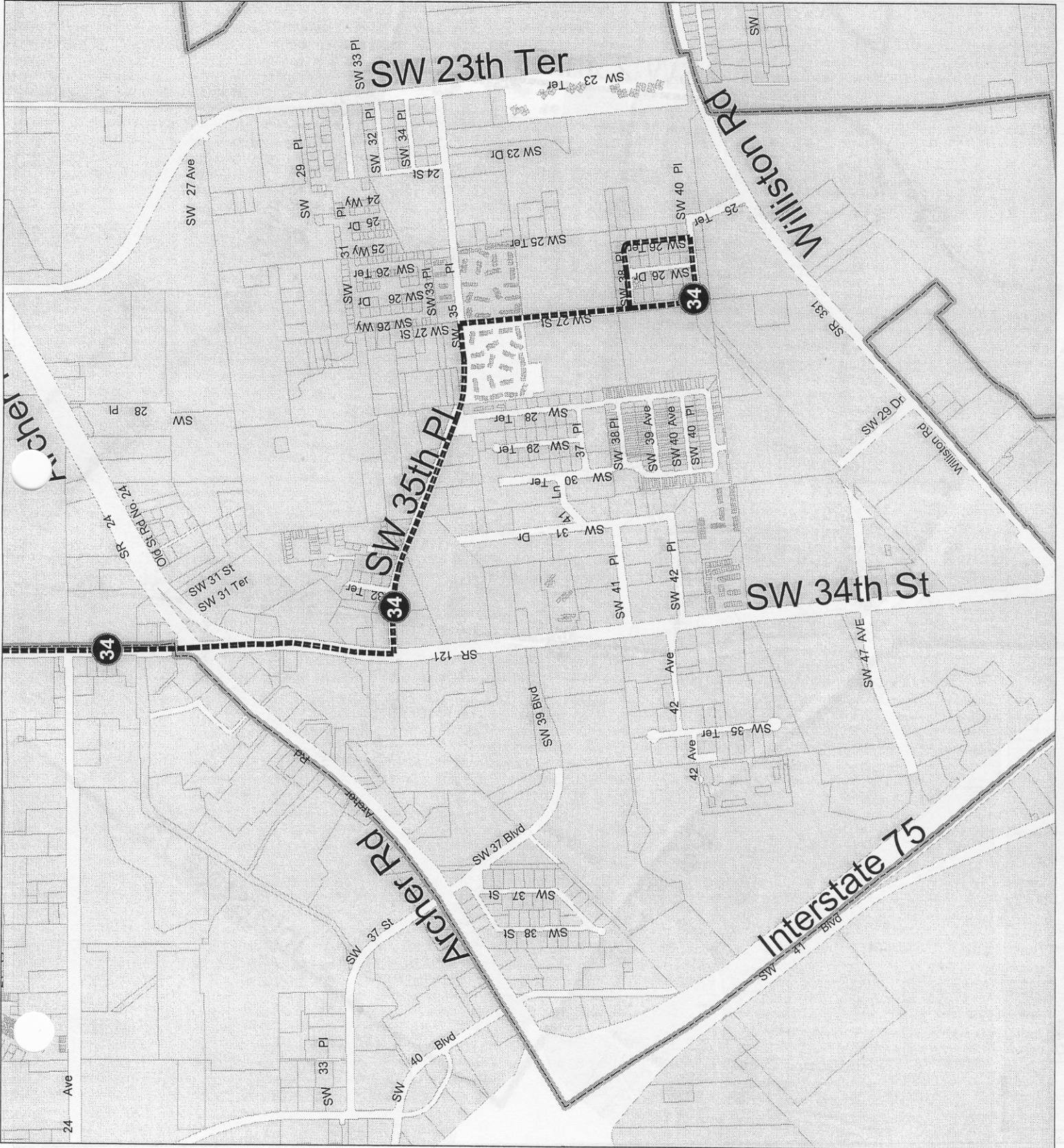


Prepared by the Dept of Community Development May 3, 2004

File:MikeE_2004\Onelia_BusRoutes_4-30

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0312537



Regional Transit System Routes Serving Proposed TCEA Zone C (Route 35)



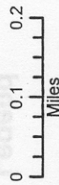
City of Gainesville, FL

Legend

- City Limits
- Route 35
- (UF Campus to SW 23rd Terrace/Williston Rd/SW 35th Pl)

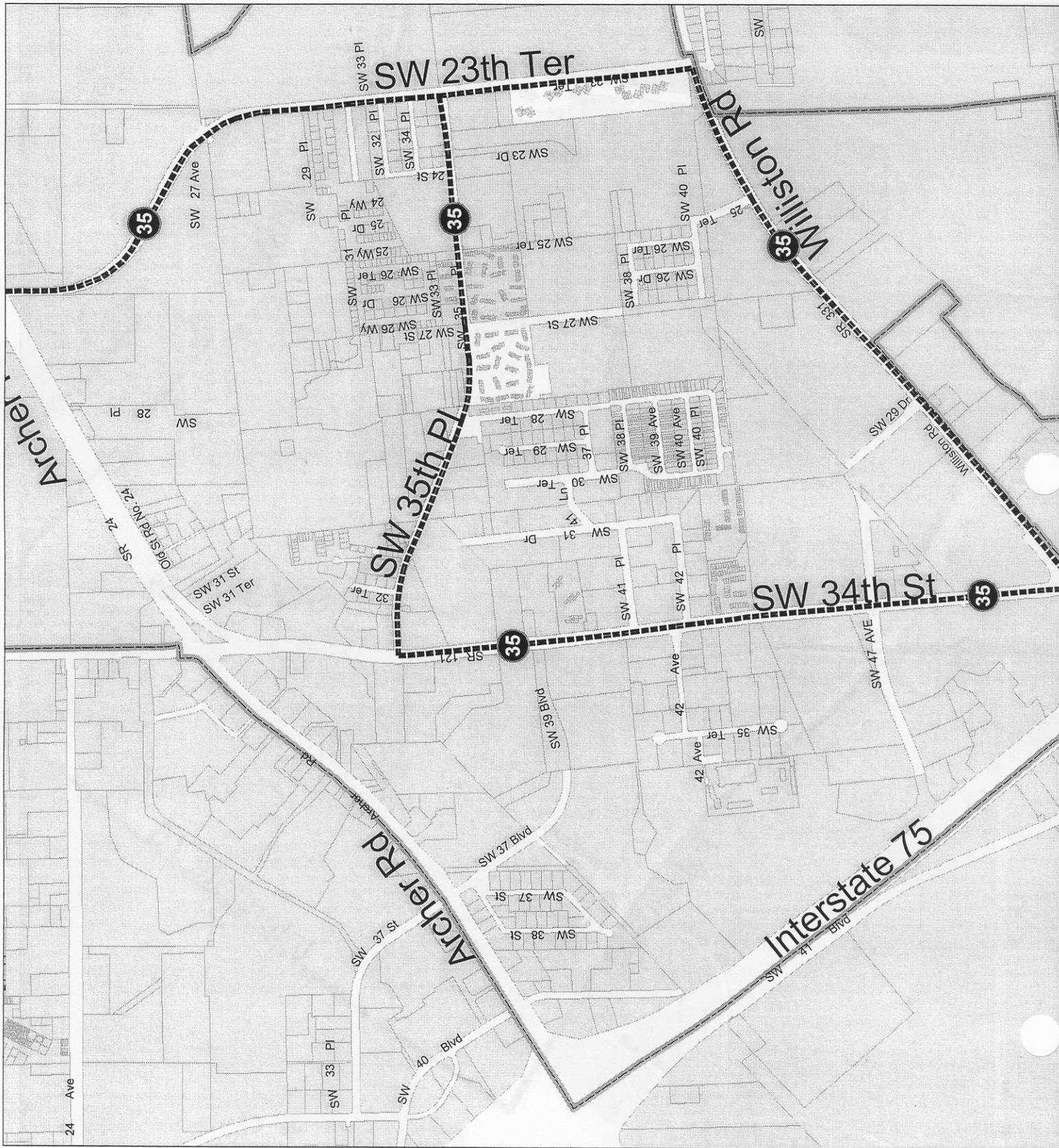
Frequencies:

Every 11 min. 6:30am-6:17pm
 Every 22 min. 6:17pm-2:10am



Prepared by the
 Dept of Community Development
 May 3, 2004

File:MikeE_2004\Onelia_BusRoutes_4-30
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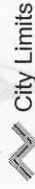


Regional Transit System Routes Serving Proposed TCEA Zone C (Route 36)

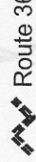


City of Gainesville, FL

Legend



City Limits

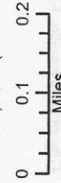


Route 36

(UF Campus to SW 23rd Terrace/ SW 35th Pl Apt. Complexes to SW 34th St to Archer Rd)

Frequency:

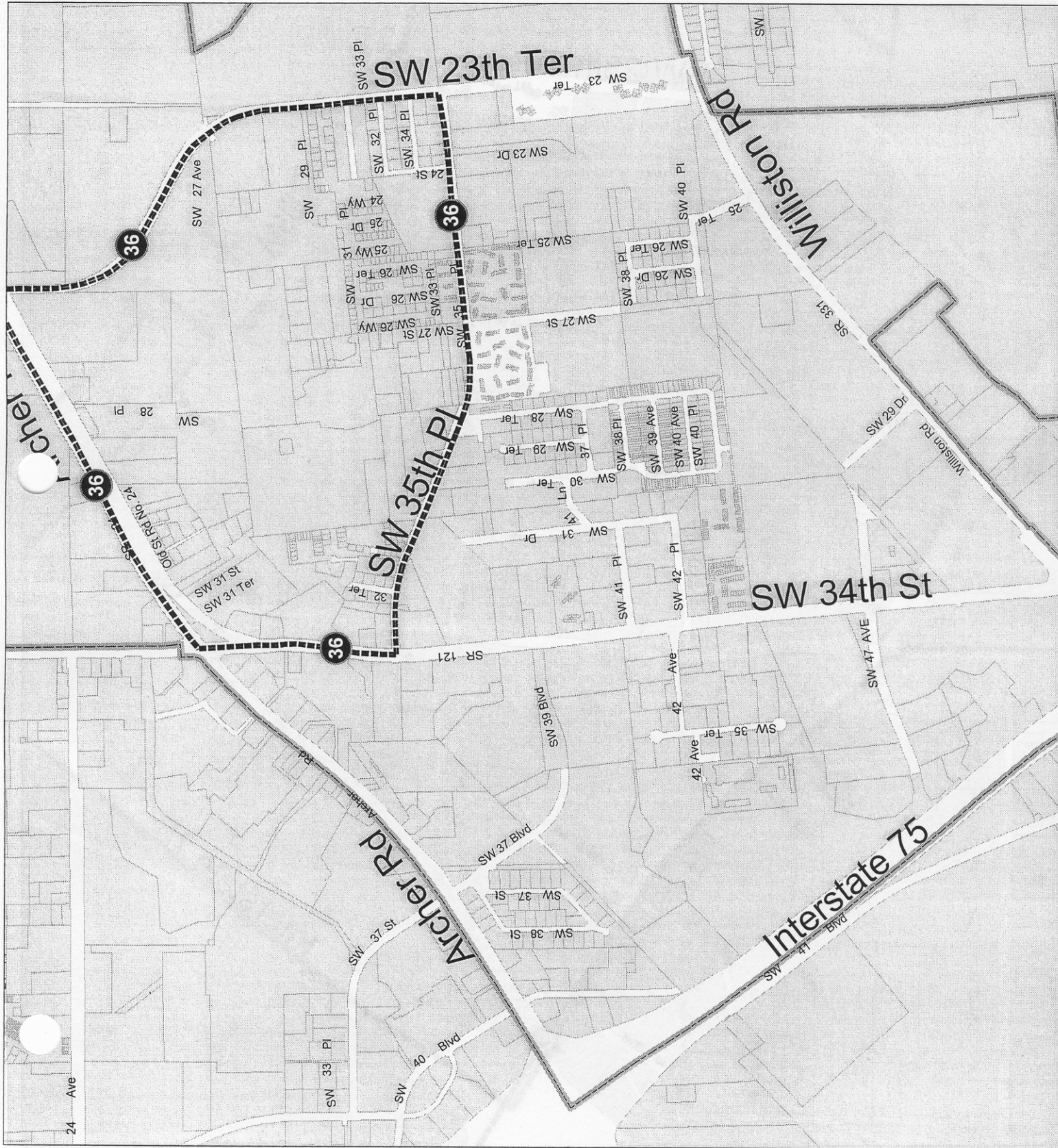
Every 20 min. 7:00am-6:00pm



Prepared by the Dept of Community Development May 3, 2004

File:MikeE_2004\Onelia_BusRoutes_4-30

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Regional Transit System Routes Serving Proposed TCEA Zone C (Route 75)



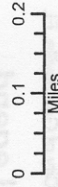
City of Gainesville, FL

Legend

- City Limits
- Route No 75

(Butler Plaza/Archer Rd to Tower Rd to Oaks Mall/ N. FL Regional Medical Center)

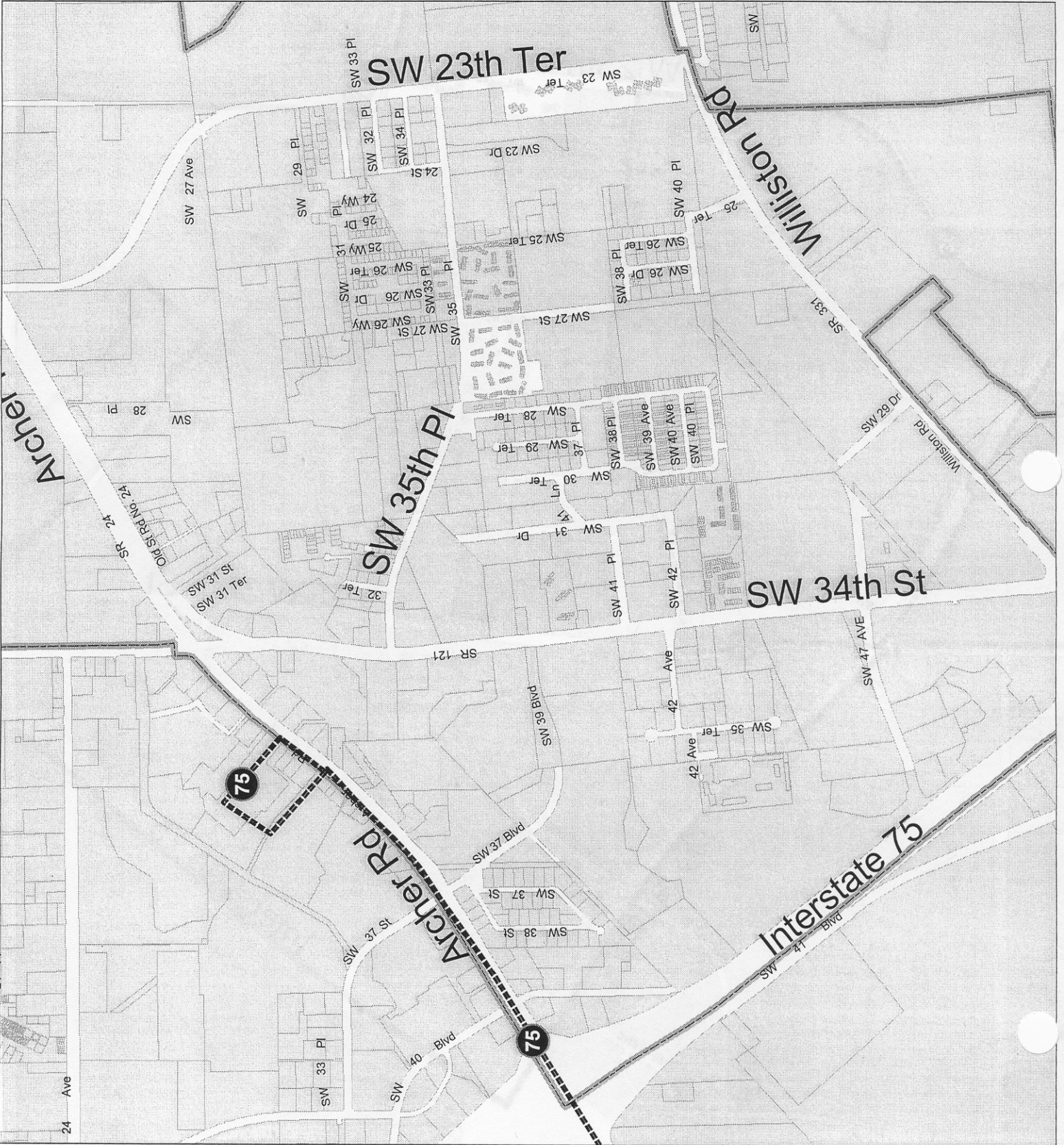
Frequency:
Every 30 min. 6:00am-8:12pm



Prepared by the
Dept of Community Development
May 3, 2004

File:MikeE_2004\Onelia_BusRoutes_4-30

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Regional Transit System Routes Serving Proposed TCEA Zone C (Later Gator)

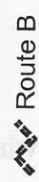


City of Gainesville, FL

Legend



City Limits



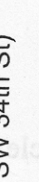
Route B



(Downtown/UF Campus/

Apt Complexes of

SW 34th St)



Route F

(Butler Plaza/

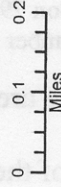
SW 34th St/

SW 37th/39th Blvd)

Frequencies:

B- Every 20 min 8:30am-3am

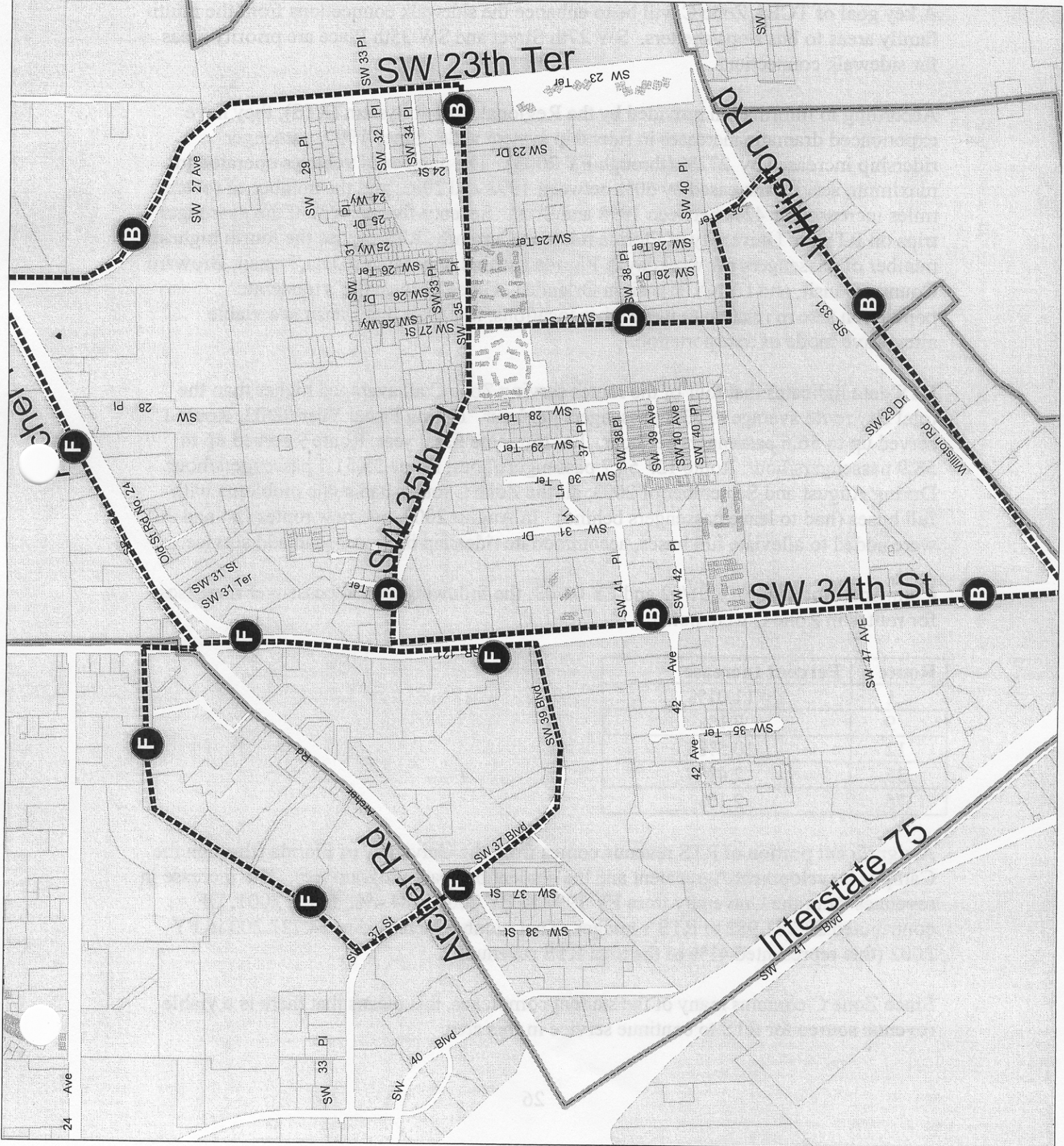
F- Every 20 min 8:00am-3am



Prepared by the
Dept of Community Development
May 3, 2004

File:MikeE_2004\Omelia_BusRoutes_4-30

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in the area.

All of the City's buses are equipped with bicycle carriers, which increase the opportunities for multi-modal travel.

A key goal of TCEA Zone C will be to enhance the sidewalk connections from the multi-family areas to bus stops/shelters. SW 27th Street and SW 35th Place are priority areas for sidewalk connections.

According to information provided by the Regional Transit System (RTS), they have experienced dramatic increases in ridership system wide. Since 1997, passenger ridership increased by 272% (through FY 2003). The number of vehicles operated in maximum service increased by 60% between 1998 and 2003; and the number of revenue miles increased by 42% between 1998 and 2003. Seventy-five percent of the passenger trips on RTS are University of Florida related. Currently, RTS carries the fourth highest number of passengers per weekday in Florida (behind only Miami/Data Transit, Broward County Transit, and LYNX Transit in Orlando). Given Gainesville's moderate population size in relation to these other locations, it is clear that transit is a viable alternative mode of transportation.

RTS data indicates that four of the routes serving Zone C all averaged higher than the total city route average of 33.5 passengers per hour. During Fiscal Year 02/03, Route 1 served up to 56.6 passengers per hour. For the same fiscal year, Route 9 served up to 58.9 passengers/hour; Route 12: 54.2 passengers/hour; Route 35 51.1 passengers/hour. During August and September of 2003, all the Zone C routes had some problems with full buses (had to leave passengers behind). In August 2003, two new routes (34 and 36) were added to alleviate full buses, accommodate ridership increases, and add service.

Comparing totals for FY 01/02 and FY 02/03, the following annual passenger increases for routes in Zone C were noted:

Route	Percent Increase
1	11.01%
9	7.1%
12	10.5%
35	2.4%
75	2.1%

A significant portion of RTS revenue comes from the University of Florida (through the Campus Development Agreement and the student bus pass program fee). The increase in revenues from the University from FY 1997 to FY 2002 is 84.4%. In FY 2001, UF contributed \$3,381,982 to RTS's budget. That number increased to \$4,727,200 in FY 2002 (this represented 41% of the total RTS revenue).

Since Zone C contains many of the student complexes, this means that there is a viable revenue source for RTS to continue service in this area.

Special Redevelopment Concerns

Several areas within the city have experienced vacancies. This is especially true of the shopping center/activity center located on NW 13th Street (see Map 14). Retailers such as KMart and Kash n Karry have abandoned this location and left the city with the potential for blight. The City proposes special redevelopment trip credits in this area for the vacant areas. (See Policy 1.2.6 in the Goals, Objectives and Policies). It is hoped that additional redevelopment credits in this area will spur new activity and tenants. Map 15 illustrates that this area is served by three bus routes (6, 8, and 15) and it is one of the existing transit hubs.

Other concerns

As indicated in a previous section, the City has concerns that developments and vehicle trips outside of city limits may negatively impact the transportation concurrency situation for roads in Zone C. Both the VA Hospital and Shands/University of Florida have development plans for projects that may also impact Zone C roads. The City could be put in a position of denying development orders (for redevelopment or new development) in the Zone C area even though City developments are not producing trips sufficient to put the roads over capacity.

The VA Hospital indicates that they currently have half a million patient visits annually, with 100% of those patients arriving by private vehicle (average age: 67 years). They have seen an average increase of 13% in patients every year. This is without any expansion of facilities. They indicated at the Archer Road/SW 16th Avenue Charrette that there are plans for a 238 bed tower and a parking garage at the site.

The University of Florida/Shands also has plans for projects that may increase trips on some Zone C roads. These include:

The Genetics and Cancer Research Center will be housed in a new 280,000 square foot facility

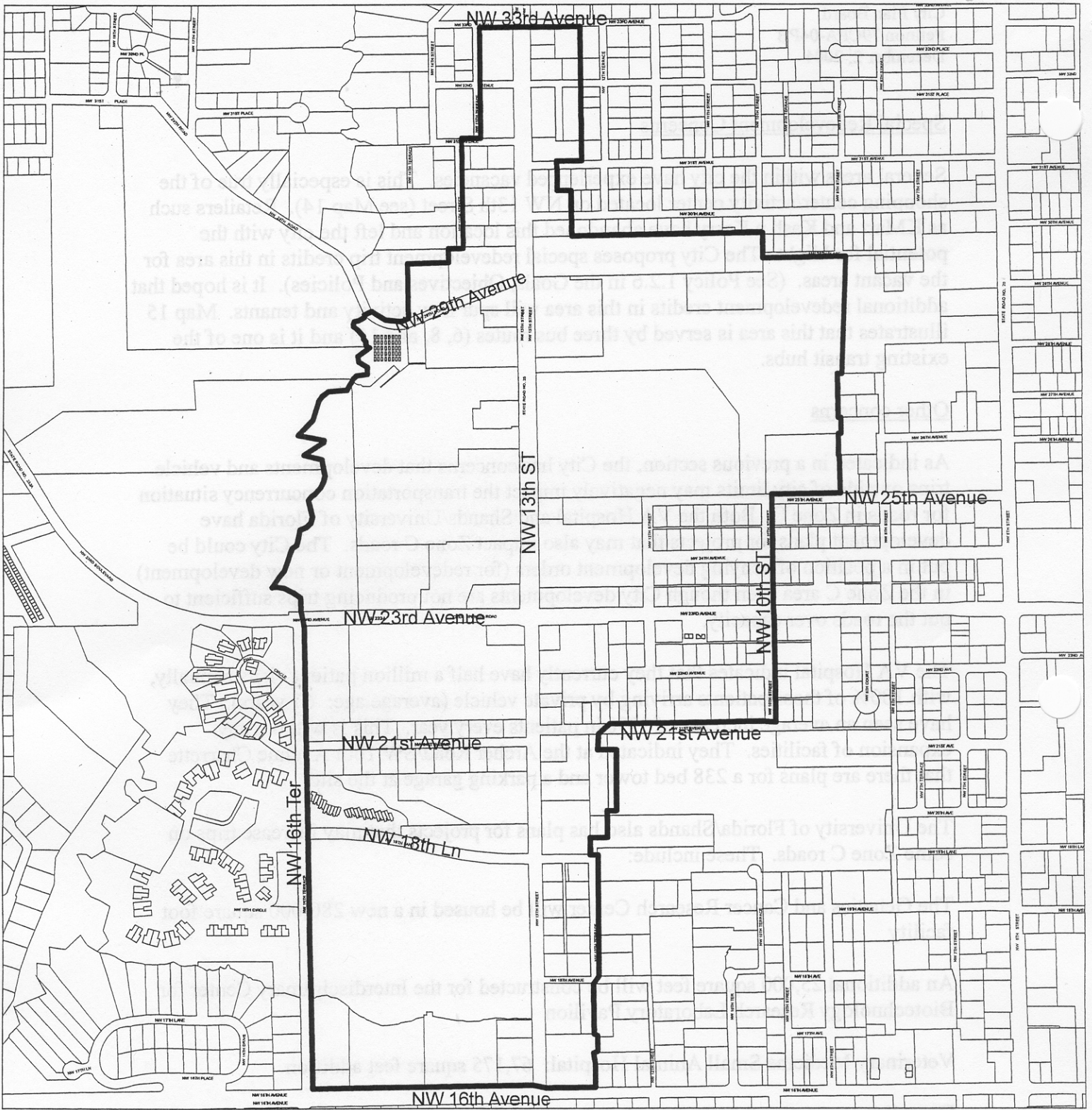
An additional 25,000 square feet will be constructed for the Interdisciplinary Center for Biotechnology Research Laboratory Pavilion

Veterinary Medicine Small Animal Hospital: 67,175 square feet addition

Demolish an existing 7,200 square foot building and construct a new 11,900 square foot building to house the Department of Large Animal Clinical Sciences Veterinary Medicine Education Outreach Program


Shands Administrative Office Building: 180,000 square feet

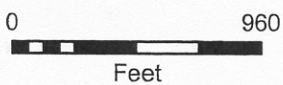
Shands Medical Plaza Expansion: Construct two new stories totaling 40,000 square feet



NW 13th Street Special
 Concurrency Redevelopment
 Credit Area

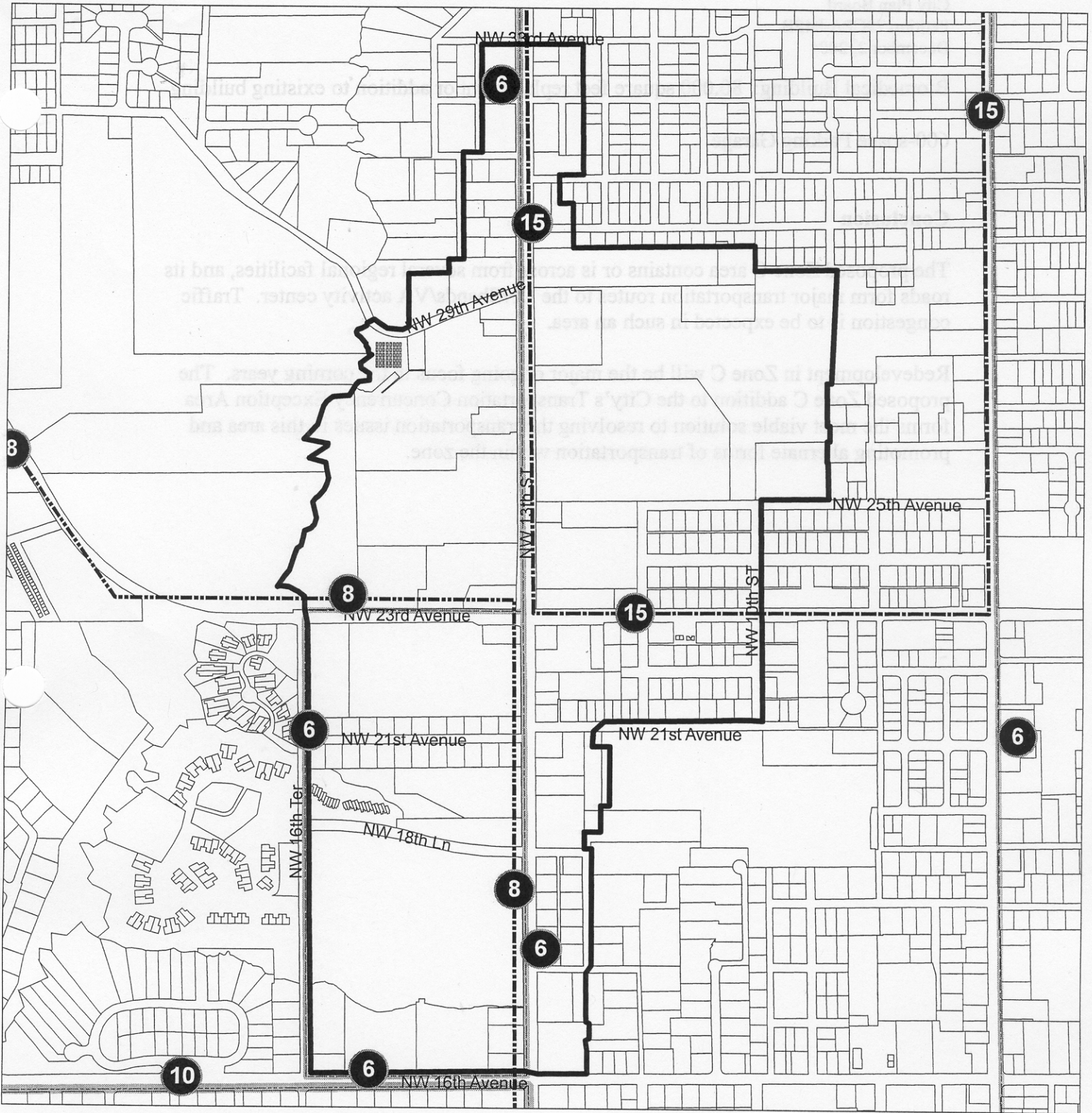
Map 14

 Boundary




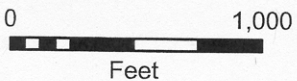
City of Gainesville
Gainesville, Florida

Prepared by the
 Dept of Community Development
 November 19, 2004



**Transit Routes Serving
NW 13th Street Special
Concurrency Redevelopment
Credit Area**

 Boundary



Frequencies:

- Route 6: Every hour Mon-Sat 7:00am - 8:00pm
- Route 8: Every 30 minutes Mon-Fri, hourly Saturday
5:48am to 8:00pm Mon-Fri
7:00am to 6:30pm Sat
- Route 10: Every hour Mon-Sat
7:30am to 7:00pm
- Route 15: Every 30 min Mon-Fri
6:30am to 10:55am
2:00pm to 5:53pm
Hourly service available
all other times and Saturday

Map 15



**City of Gainesville
Gainesville, Florida**

Prepared by the
Dept of Community Development
November 19, 2004

Biomedical Building: 80,000 square feet replacement or addition to existing building

600-space Parking Garage

Conclusion

The proposed Zone C area contains or is across from several regional facilities, and its roads form major transportation routes to the UF/Shands/VA activity center. Traffic congestion is to be expected in such an area.

Redevelopment in Zone C will be the major ongoing focus in the coming years. The proposed Zone C addition to the City's Transportation Concurrency Exception Area forms the most viable solution to resolving the transportation issues in this area and promoting alternate forms of transportation within the zone.

2. **Petition 79CPA-04 PB**

City Plan Board. Amend the City of Gainesville 2000-2010 Comprehensive Plan Concurrency Management Element to add Zone C to the Transportation Concurrency Exception Area, add policies for Zone C, and amend policies to update the Element and amend the Capital Improvements and Future Land Use Elements to implement the TCEA expansion.

Discussed with Petition 78LUC-04 PB.

<u>Motion By:</u> Mr. Gold	<u>Seconded By:</u> Mr. Cole
<u>Moved to:</u> Approve Petition 79CPA-04 PB, modifying Policy 1.2.6 language “(as shown in Map 14 in the Supplement to the Concurrency Management Element Data and Analysis Report.)” To “(as shown in the Concurrency Management Element Map Series)”	<u>Upon Vote:</u> Motion Carried 6 - 0 Ayes: Cohen, Gold, Rwebyogo, Reiskind, Cole, Pearce.